Where Kansas Suffers From Rate Discrimination.

The Case of the Santa Fe Hauling Kansans Free of Charge.

The Stubbs-Ripley correspondence continues and the principals appear to as fresh and energetic as ever in the fourth round. Governor Stubbs now asks the president of the Santa Fe to explain why a railroad can haul freight 1,400 miles as cheaply as it can haul the same merchandise 700 miles. He also cites several particular and certain cases of discrimination on the part of the rallroad against Kansas shippers and consumers. The letter in full fol-

Hon, Edward P. Ripley, President A.,
T. & S. F. Ry., Chicago, Ill.
My Dear Mr. Ripley:—Your favor received but you have entirely failed to answer my questions. You say in your letter "the 25 cent rate from Wichita is in my opinion quite as reasonable under the conditions as the rate from Kansas City to the Atlantic seaboard."
The date from Wichita to Galveston, The date from Wichita to Galveston distance of approximately 700 miles, 25 cents. The rate from Kansas City to the Atlantic semboard, a distance of approximately 1,400 miles, is 25 cents. What are the exact conditions, Mr. Rip-ley, that justify the Santa Fe in charging 100 per cent higher rate per ton mile on grain and grain products from Wichita to the scaboard at Galveston

Wichita to the scaboard at Galveston than from Kansas City to the Atlantic seaboard? Please specify the facts in the case. Give us the particular items which in your opinion increase the cost per ton mile of moving grain to the gulf as compared with shipments east from Kansas-City. Unless you have information or facts unknown to the public which will prove that a railroad can haul grain approximately 1.400 miles for the same price that it costs to haul it 700 miles, then your statement that the rate from Topeka to Galveston is as reasonable as the rate from Kansas City to the At-antic seaboard will appear simply ri-

The interstate commerce commission in discussing grain rates between Kansas City and the gulf estimate that the average rate for the ten years prior to 1967 was less than 14 cents per hundred pounds for a 950 mile haul.

The Rates Are Higher.

Kansas City, therefore, is now paying 33 1-3 per cent higher rate on grain to the gulf than the average rate for ten years prior to 1907. Wichita is paying 70 per cent higher rate per ton mile than this increased rate from Kan-sas City to the gulf—this all in the face

sas city to the guil—this all in the face of the fact that the railroads are hauling almost double the amount of freight in each car, and perhaps more than double the number of cars in each train than they did a few years ago. You say the rate from Fort Wort! to Galveston is 15 cents per hundred pounds. This statement may be technically true concerning some local rate, but you and I know that it does not apply to the movement of grain from apply to the movement of grain from ansas points to Galveston. The interstate commerce

states that carriers at Fort Worth Denison and Dallas are willing to re-ceive and transport grain to the Gui-this being one-half the entire distance from Wichita to Galveston, for not ex-ceeding 6 or 7 cents per hundred

riers in meeting competitive rates not justified in carrying traffic for less than cost, since they would thereby im-pose upon noncompetitive traffic the burden of the loss.

While no one would question your expert knowledge of the rate situation and railroad conditions generally, yet your opinion should be supported by substantial facts setting forth clearly the reasons for your conclusion, the same as a decision of the supremo

Cites Particular Cases Discrimination. In your letter you ask for a bill of particulars in regard to discriminations and unjust freight rates on goods and materials shipped into Kansas. Please explain why you charge one hundred per cent and upward to two and three auling goods over your line from the Missourl river to points in Kansas than railroads charge for hauling the same commodities between the Mississippi and Missouri rivers. I am advised sippi and Missouri rivers. I am advised on excellent authority that rates on harness, saddlery, iron and steel and their products, furniture, bags and bagging, packing house products, and numerous other articles, are more than one hundred per cent higher per tou mile from the Missouri river to distributing points in Kansas than are the rates charged by railroads between the Mississippi and Missouri riversthir in spite of the fact that the Santa Fe, Rock Island, Burlington, Alton and Fe. Rock Island, Burlington, Alton and Missouri Pacific lines in Missouri have cost a great deal more per mile to construct and maintain than the Kansas

If you can furnish satisfactory evidence to your patrons that all the reasonable and just, then the Santa P.

You say in your letter that in the early history of Kansas, the Santa Fe hauled the settlers in practically free, and supplied them gratis with seed wheat, and later hauled them away free because they were ignorant of the soil and climate and could not make

Balance Between Santa Fe and Kansas It will be admitted that the Santa Fe, together with all other railroads, has at times contributed free transportation of persons and property dur-ing drouth and periods of distress in the history of the state. But if the balance sheet could be struck Mr. Ripley, and every dollar so contrib-uted by the Santa Fe placed on one side, with every dollar's worth of public land, cash and bonds that have been contributed by the people of Kansas to the Santa Fe exhibited on the other side of the ledger, the Santa Fe rallroad would owe the people of Kansas one hundred dollars for each dollar the Santa Fe has given to the people; and the aggregate amount would be millions of dollars in value, considered.

Washington, Dec. 22.—During the be millions of dollars in varie, country year 1909 there were 2,737,000 tenering the three million acres and more graph and telephone poles used in this country, according to a report of the born contributed.

In closing your letter you say: "We census bureau, which was published are not getting fair play, and the adoption of your policies would be equally were cedar and 16 per cent chestnut.

Controversy Between Governor and President Continues.

Governor Asks Again About Gulf and Atlantic Rates.

CITES SEVERAL CASES

disastrous to the owners of our property and the people of Kansas."

Mr. Ripley, it seems impossible that you speak seriously where you say it would be disastrous to the people of Kansas for the Santa Fe to charge them a reasonable rate, based on the cost of service for hauling their products to market and for transporting to them lumber, steel, groceries, clothing, dry goods and the numerous necessities of life which they consume.

The Santa Fe earned twenty-five million dollars last year on its Kansas mileage, according to a statement recently published by our railroad commissioners. High freight rates affect the cost of living for every man, woman and child in this state. It has been estimated that transportation charges of railwords arount to consulting of the freight rates of admirers of Fire Marshall and the fire of the firemen and the hundred of admirers of Fire Marshall and the firemen and the hundred of admirers of Fire Marshall and the firemen and the hundred of admirers of Fire Marshall and the people of Kansas."

IN A DEATH TRAP.

(Continued from Page One.)

estimated that transportation charges of railroads amount to one-third of the actual expense of living for all the people in the United States. The above facts to which I have called your atten-tion show that Kansas is paying far more than her just share of the trans-portation to:

## **BURIED 13 ALIVE.**

(Continued from Page One.)

extreme cold weather which froze the wet ruins into an almost solid mass. It was one of the coldest mornings of the present season and the rescuers suffered keenly in the wintry weather. Lying face downward with tons of bricks less than a foot above his head and with his lower limbs pinioned to the pavement, William Glazier, a mem-ber of engine company No. 6, at dalight held frequent conversations with the scores of firemen and policemen who were straining every effort to reach the machinery which held him a prisoner. Brother firemen of Glazier were able to crawl beneath the debris and provide him with stimulants to make him as confortable as possible. as comfortable as possible. A huge tarpaulin was dragged into the narrow passageway to the helpless fireman and spread about his body to keep his clothes from becoming saturated by the water which was being thrown upon the smoldering ruins.

the smoldering ruins.

Glazier Is Rescued.

Some of the injured were able to extricate themselves. Others were pulled out by a leg and some men could be seen, but could not be reached. Glazier's escape from death bordered on the miraculous. His head could be seen from under the mangled body of Fireman Chas. Edelmon; when the imprisoned man was found by the rescuing gang he called out:

"I'm feeling pretty good; I'll hold

ing gang he called out:

"I'm feeling pretty good; I'll hold out as long as I can."

Father Englest of St. Peters Cathedral was sent for and he crept as close to Glazier as he could and administered spiritual comfort.

"Am I going to die? Do you think?" asked Glazier of Dr. H. B. Owen, chief surgeon of the city staff.

"No, old man, not a bit of it." replied the surgeon cheerily, "we're go-

plied the surgeon cheerily, "we're go-ing to save you. You'll get a Christ-

mas dinner."

In an effort to shied Glazier from a possible fall of debris two jacks were put in place and across these the firemen attempted to lay a board. Before the board could be adjusted more bricks and mortar tumbled down on the hapless man and his face was contorted with pain. contorted with pain.

"I can't hold out much longer," he cried, "Cheer up," shouted one of the physicians. "We're getting to you." "All right; I'll grin and bear it," Glaz-

The police at this hour said thirteen were known to be dead. The number of firemen and policemen injured will total nearly 50, of whom several may dic. The injured are scat-tered in about a dozen hospitals.

Origin of the Fire.

The fire, which originated on the first floor of the Friedlander factory, a first floor brick structure, at 1118 to er with Burroughs and perhaps thirty five-story brick structure, at 1116 to 1120 North Bodine street, in the north-eastern section of the city, had gained was further impeded by the fact that all the fire plugs in the vicinity were frozen solid. Before they could be thawed out, the entire body of the building was a mass of flames.

The firemen, under the direction of

Chief Bexter, began a systematic at-tack. Truck No. 7, a huge modern water tower, and engine company No. 23 were gotten into position on the Bodine street front. Lines of hose were also run from Third street through a

also run from Third street through a number of small houses.

Hardly had the work begun when the Bodine street wall collapsed, carrying with it members of the company who were leaning against it on their extension ladders. A majority of the men working at that point were thrown into the blazing ruins. A moment later the south wall and the east wall near Third street fell. The roof a small house on Third street from of a small house on Third street, from which Chief Baxter was directing the work of his men, was cut in half and the veteran leader narrowly escaped.

Bodies in Cakes of Ice. The falling bricks extinguished most of the flames, but those firemen who escaped the fire and shock had their lives further endangered by the freezing water which filled the base-ment. Some of the bodies were re-moved frozen solid in cakes of ice. As the firemen fell back exhausted from the work of rescue, the police re-serves were called out from all sec-

serves were city.
tions of the city. Disregarding the menace of the north wall, which was still threaten-ing above them, they went manfully to the assistance of the firemen, in the hope of rescuing those men who were still alive in the ruins. Thirty of them were trying to remove a girder which imprisoned a fireman when the threat-ening wall crashed down upon them. At least fifteen of these lost their lives. The bodies of ten were recov-ered almost immediately. It was one of the worst disasters which has over-

Washington, Dec. 22.—During the

Hope of the firemen and the hun-reds of admirers of Fire Marsha

Horan that the fire fighter and his men had not perished was practically lost when Battalion Chief Lacey, who people in the United States. The above facts to which I have called your attention show that Kansas is paying far more than her just share of the transportation tax.

On Basis of Justice.

What I ask you, Mr. Ripley, is to discuss these matters on the basis of justice to our state, and to give, substantial facts as evidence of the sincerity of your statements.

The opening lines of your letter intended to quit this correspondence. I sincerely hope that you will not show the white feather now that the political campaign is over, nor quit before we have thoroughly thrashed out these important matters. Very truly yours, w. R. STUBES, Governor.

BURIED 13 ALIVE.

Men Had not perished was practically lost when Battalion Chief Lacey, who is in charge of the stockyards division, told of seeing the marshal and Burroughs, together with 18 or 20 men, go down beneath the falling wall. "Chief Horan was in front of the pipe men, when the five pipe men when the crash came. I know just where they were and nm sure they had no chance of escape. Dozens of the firemen saw the same situation and many of the men ran to the pile almost frantic and began throwing bricks away with their hands. They were like so many coals of fire and any work of that sort was useless.

"I ordered them back to fighting the fames with their lines of hose in the hope that the fire might be stopped in time to find a way to reccue the poor the job, and the majority of the board members present were of the opinion that it should be the rolicy of the

"I ordered them back to fighting the flames with their lines of hose in the hope that the fire might be stopped in time to find a way to receue the poor fellows we had all heard go down to

"I was in charge of the firemen fight-"I was in charge of the firemen fighting the flames from the railroad tracks, I saw one man fall near where the men who were caught fell and I ran and catching hold of his legs dragged him onto the railroad track and saved him. Then my men and I made a rush to save others but our way had been blocked by the falling ruins and clouds of dust and debris."

Whole Crews Dead.

The first body was taken from the ruins shortly after 8 o'clock. It was that of George Murawski, pipeman of engine company 49. It was estimated at the general fire alarm office that 28

Captain McGrath, Pipeman Anthony Hall and John Miller. Thomas Carney and Anthony A. Giland, all of engine

covered an area bounded by Loomis street and the west by Street and on the north and south by Street and on the north and south by Forty-third and Forty-fourth streets.

At 9 o'clock the fire was not under control. Assistant Fire Marshal Charles Seyferlich, who assumed the leadership, said that a great portion of the yards district was threatened but it was believed the fire would be grade schools should be promoted. If you take a teacher from one of the grades just at this time another vacancy would be created which would be hard to fill."

Promote Says Cuthbert.

Promote Says Cuthbert.

nany 39 had been taken from the ruins. At this hour Chief Seyferlich was said to be alarmed over the situation of the fire spreading. He de-clared that the water supply was in-adequate and that there was danger that the loss would run into millions

Patrof wagons and ambulances from onsiderable headway before it was all south side police stations were scovered, shortly before 10 o'clock rushed to the scene and while the firest night. The work of the firemen men battled with the flames the police took up the work of searching the ruins for the dead. Shortly before 10 o'clock there seemed

to be little hope of checking the flames Assistant Chief Seyferlich wept as he called to his men to do their best. "Nothing can stop the fire from spreading the way things shape up now," he said. "If we could only get more water we might be able to do something. We can not get to the men imprisoned in the building."

Another Building Attacked.

Alarm was spread late in the morning when the fire spread to a three story building 300 feet square in which were

a large number of ammonia pipes.

Drenched with water and almost worn out. Assistant Chief Seyferlich. who was by this time sure that he was first in command, ran from place to place, directing his men and endeavor ng to check the destruction of the monia pipes.

Three members of engine company 39, all who remained of the entire crew which went to the fire early this morning, were ordered back to their quarters at 8:30 o'clock as unfit for duty. All had been burned or otherduty. All had been burned or other-wise injured in trying to rescue their

omrades. Marshal Horan was married about six years ago and was the father of four children, the youngest of whom is two years old. Word of the death of the chief was kept from Mrs. Horan. Firemen notified her by telephone that he had met with an accident. Later it became evident the chief was dead and that it would be better to let her know the truth. Mrs. Horan swooned in her home and was unable further to continue the conversation. Marshal Horan assumed command of th Marshal Campion.' Campion took up the reins laid down by the veteran

The "Dummy" Got Plenty. Norfolk, Neb., Dec. 22.—"Dummy" West of Gregory, S. D., a deaf pugilist, gave up in the eighth round of a scheduled 20-round bout to "Montana Dan" Sullivan of San Francisco here Sullivan closed one West's eves.

Mrs. X.—When my husband stays out all night I refuse to get film any break-fast. Mrs. Y.—When my husband stays out all night he never wants any.—Boston Transcript.

School Board Favors Promotion of Teachers.

Would Give Preference to the Home Product.

ACTION IS DEFERRED.

Will Wait to Elect a Teacher of English.

reliows we had all heard go down to what seemed certain death.

"I was determined to make every effort within human power to save the men, but the condition of the building made it suicidal for the rest to try to enter."

"I was determined to make every effort within human power to save the caching force preference in making a choice.

Furthermore, after the mostly president for the poor was a second candidate for members present were of the poart to give members of the local teaching force preference in making a choice.

choice.

Furthermore, after the meeting President Swendson of the school board expressed himself as considering that civil service system for the local teachers should be adopted. "I am in favor of civil service for our teachers," said he. "Let them be promoted as vacancies occur. It is just, and the proper thing to do."

Would, Not Be, Steepant

Would Not Be Stagnant. Would Not Be Stagnant.

Mrs. C. J. Evans, on the other hand, declared that to adopt such a policy as this would be conducive to stagnancy. The board is due to meet the first Monday evening in January, but a quorum will probably not be present at the time, so it has been arranged that adjournment will be made until Pressley evening the arrange. made until Tuesday evening the same week. At that time the question of filling the high school vacancy will again be considered.
"We voted with great regret," said

at the general fire alarm office that 28 arranged that adjournment will be or 30 firemen were dead after two hours' fighting to recover the buried men.

It was said to be certain that Marshai Horan and Battallon Chief Burroughs were among the number.

The entire crews of engine companies 51 and 53 are said to be among the dead. In addition six members of another company 29, and a few of No. 48 were killed.

At that time the question of filling the high school vacancy will again be considered.

We voted with great regret," said Mrs. Evans, "to accept the resignation of Miss Everingham. We realized that her work is superior and the committee has made an effort to adequately fill the position. Miss Mary committee has made an effort to ade-quately fill the position. Miss Mary Schmalzried of McPherson, who has were killed.

Pipeman John P. Kassenbock. 34 years old, was knocked down beneath a showler of falling bricks when a wall fell into Loomis street. He is internally injured and was taken to the Englewood hospital. Pipeman Edward Ochter, struck on top of the head by falling bricks, was taken unconscious to Englewood hospital.

Author McPherson, which has deten years of experience in teaching and who is now studying for her master's degree at Kansas university, is the choice of the committee, and is very highly recommended by Prof. W. H. Johnson, high school inspector for the state university. She has taught in the position. Miss Mary Schmalzried of McPherson, who has had ten years of experience in teaching and who is now studying for her master's degree at Kansas university. She has taught in the position. Pittsburg and Cherokee county high

Smith: "It looks to me as though our teachers have no show for ad-vancement unless they go somewhere company 48, were taken more or less injured to St. Bernard's hospital.

The building in which the fire started was a four story brick structure and covered an area bounded on the east by Loomis street and the west by Shop street and on the north and south by the grades who is competent to fill the

Fire Hard to Stop.

All available fire fighting apparatus was hurried to the scene.

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There was general apprehension that still more damage would be done and stockmen arriving for the day's work loined with the firemen in fighting the spread of the fames.

The spread of the fames.

The fire alarm office was notified at 9 o'clock that the bodies of Captain E. Collins of engine company 59 and Captain Dennis Doyle of engine compensation of a teacher."

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the schools in a stagnant condition follow the policy of getting in only the local teachers. If you want to adance get the best teachers."

Those who voted for the recommen-dation of the teachers committee were Mrs. Evans, Gleed and Judge Garver against, Swendson, Lindell, Cuthbert, Smith and Huston. There were eight board members present.

The tendency of the old school board to employ teachers from outside

of the city rather than promote those already employed, was one of the causes that led to the election of a number of "insurgents" on the board, although at the meeting yesterday Cuthbert a "regular" was one of those who favored the policy of choosing ocal instructors.

One of the members of the board suggested that politics has a good deal to do with the attitude taken by certain members of the board

### THERE'S NO OPPOSITION.

Walter Wellhouse Will Re Re-Elected Secretary of Fruit Growers,

The feature of this morning's session of the State Horticultural society was the report of the secretary, Walter Wellhouse. Vice President E. G. Hoover called the meeting to order today and presided over the morning session while reports were made. The attendwhile reports were made. The attendance was larger than at the Wednesday meeting. Election of officers will be be held at this evening session. No opposition has developed to Mr. Wellhouse, the present secretary, who has filled his place with satisfaction to the public and the society. The secretary in his report for the year declares that the yield of apples, pears, peaches and plums for 1910 was better than that recorded for several years while the orded for several years, while the deld of cherries and berries was less

than for the two previous seasons.

He referred to the fact that "the early warm weather had caused fruit blossoms to appear nearly three weeks before the usual time for blooming. The weather averaged from 10 to 20 degrees above normal for March while in April there were few clouds days. Frost in

than for the two previous seasons.

He referred to the fact that "the early warm weather had caused fruit blossoms to appear nearly three weeks before the usual time for blooming. The weather averaged from 10 to 20 degrees above normal for March while in April there were few cloudy days. Frost in the middle of April blighted all the fruit in the northwestern part of the state and drouth caused fruit to drop prematurely in some localities. Apple blotch appeared in some of the best orchards and seemed hard to control.

"The Eighth congressional district had the best yield of apples and pears and tied the Fourth in grapes. The best yield of peaches was in the Third district. The high prices now prevailing for apples indicate plainly that the cause of complaint of the fruit being wasted and neglected in the early fall lay in faulty distribution rather than in lack of demand. Every orchardist who has a surplus in sight should prepare to pick, pack and market his fruit, although it might seem best not to do so when harvestin time arrived. There never was a year even







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lb. 15c

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Candied C.
Candied C.
Candied C.
Ciuster Raisin
Dill Pickles
Grape Fruit
Hallowi Dates
Monarch Mince Meat
Narragansett Bay Oysters
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Strawberries
Smyrna Figs
Sweet Pickles Morns & Myers GROCERY COMPANY

Two Stores-900 North Kansas Avenue-501 West St. STORES CLOSED ALL DAY MONDAY

Ducks Dressed & lb. 18c

Black Walnuts 20c Per Peck

Spring Chicks

lb. 15c

# GRAINS ADVANCE.

Bendavis

Apples

20c

Per Peck

Clear Weather in the Southwest Adds to Bullish Feeling.

Lack of Offerings Gives Corn a

A DROP IN PROVISIONS

Due to Heavy Selling and Slow Demand for Hogs.

Cattle Steady at Both Chicago and Kansas City.

that shipments of wheat from the Argen-tine would be higher started prices today on a fresh advance. It was reported own-ers in that country were holding their property more firmly and that in consemore firmly and that in co quence shorts at European centers evinced a disposition to cover until after the holidays. General clear weather in the American southwest added to the bullish feeling. The effects of the drouth in that ection were illustrated by a statement that the water in the Mississippi is now the lowest it has been since 1864. The opening was %c higher at %@%c lower. May started at 85%c to 25%@25%c, a shade to

of up and rose to 25779513c.

Moisture in the winter wheat belt was Moisture in the winter wheat belt was less than had been looked for so that fair purchases by commission house kept the market firm. The close was at 26½296½c for May, a net gain of ½c.

CORN—Lack of offerings formed the chief consideration in the corn market. The need of rain in Argentina had an indirect influence toward an increase of strength. The opening was ½c to ½c higher. May started at 47½c to 47½c, a gain of ½c to 4c, touched 47½c and reacted to 47½d47½c.

Absence of demand prevented any great advance. The close was steady with May ½g1½c net higher at 47½d47½c.

OATS—Liquidation by scattered holders held oats back. May opened unchanged at 34c and advanced only to 3½c. at 34 shrdlu etaoin etaoin etaoin taol PROVISIONS—Provisions were sold heavily on the slow demand today for hogs. First transactions were at 5c to 30c down with May at \$18.55 to \$18.50 for pork. \$10.35 to \$10.37½ for lard and \$2.96 to \$9.35 for ribs.

RYE—Cash: 80c.

BYE-Cash: 80c.
BARLEY-Cash: 50@86c.
TIMOTHY-Cash: \$5.00@9.75; March. CLOVER-Cash: \$10.00@14.24; March, \$15.60.

Chicago Grain Market. Open High Low Close . 9134 9134 9134 . 9534-54 9634-14 9534 . 90-34-34 9334-36 93 May ...... July ..... ..... 45%-1/2 451/2 451/2 451/2

with our largest crops but that some localities were without fruit. Neigh-borhood organizations will help soive the distribution problem. "The yield of fruit as compiled from

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3156-54 3154 34 3454 34-3456 34-3456 

Jan. 10.60 10.70 10.57½ 10.65½ May ...... 9.90-96 9.97½ 9.90 9.90-2½ Chicago Produce Market. steady. Creameries, 23@3c; dairies, 21@ Steady. Creameries, 259.2c; dairies, 256.

EGGS-Market steady. Receipts, 2,568 cases; at mark, cases included, 194/9224/2c; firsts, 29c; prime firsts, 31c.

CHEESE-Market steady. Daisies, 156 154/2c; Twins, 146/144/2c; Young Americas, 154/9/154/2c; Long Horns, 156/154/2c.

POTATOESS-Market steady. Choice to fancy, 436/45c; fair to good, 38/3834/2c.

POULTRY-Market steady. Turkeys, live, 17c; dressed, 21c; chickens, live, 19c; dressed, 21c; chickens, live, 19c; dressed, 11c; springs, live, 19c.

VEAL-Market steady, 50 to 69 lb, wts., 96/10c; 60 to 85 lb, wts., 116/114/2c 85 to 110 lb, wts., 12c.

Kansas City Produce Market. Kansas City, Dec. 22.—WHEAT—Cash: Market unchanged, No. 2 hard, 91@97c; No. 3, 89@924c; No. 2 red, 95c; No. 3, 93@ 56c,
CORN—Market unchanged, No. 2 mixcd, 424,6043c; No. 3, 42c; No. 2 white, 436;
134c; No. 3, 424c.
OATS—Market unchanged. No. 2 white,
1146,33c; No. 2 mixed, 316,33c.
RYE—No. 2, 446,76c.
HAY—Market unchanged. Choice timothy, \$14,006,14,50; choice prairie, \$11,506;
2,06.

BUTTER-Creamery, 25c; firsts, 25c; econds, 23c; packing, 19c. EGGS-Extras, 3lc; firsts, 29c; seconds, 20c. WHEAT-Receipts, 89 cars, CLOSE: WHEAT-December, 90%@ 50%c bid; May, 94%c; July, 30c setters, CORN-December, 43%c bid; May, 46%c bid; July, 47%c setters.

New York Produce Market.

New York Dec. 22.—BUTTER—Market easy. Process. second to special, 2073-4c. CHEESE—Market steady. State whole milk. September quality. special, 1546 174c; ditto choice, 1446-154c; ditto october quality, fine, 14614c; ditto october quality, fine, 14614c; ditto current make, common to fair, 12613c; skims, 26124c.

EGGS—Market firm. Western gathered, white, 33640c; fresh gathered, extra first, 25635c; ditto first, 34635c; ditto second, 296324c.

POULTRY—Alive, dull; western chickens, 114612c; fowls, 134614c; turkeys, 20c. Dressed, easy; western chickens, 126154c; turkeys, 18623c.

New York Money Market. New York, Dec. 22.—MONEY—Money on all steady, 34634 per cent; ruling rate, 44 per cent; closing bid 24 per cent; of-cered at 35 per cent. Time loans, easier ates; nominal, 60 days, and 50 days 4 per cent; 6 months 4 per cent. CLOSE: Prime mercantile paper 5 to 14 per cent.

ing in the coalers helped along the downward trend.

The character of the market was demonstrated by the fact that transactions during the afternoon had been at the rate of about 15,000 shares an hour, a total frequently exceeded in a few minutes' trading in an active market. The tone was sensibly firmer although there was a belated decline of a point in Atchison.

New York Sugar and Coffee Market.

Cotton Market.
Galveston, Dec. 22.—COTTON—Market

| 1010 | 2.75 | 2.1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 | 1170 

Kansas City Live Stock Market.

Kansas City, Dec. 22.—CATTLE—Receipts 4,600, including 800 southerns. Market steady. Native steers, 44.7526.75; southern steers, 44.5056.00; southern cows, 51.0064.50; native cows and heifers, 52.7526.00; stockers and feeders, 52.7526.50; bulls, 52.4064.60; calves. \$4.0062.55; western steers, 54.5065.00; western cows, 52.7566.75; HoGS-Receipts 6.000. Market strong to 5c higher. Bulk of sales, 57.7667.50; heavy, 57.7567.55; packers and butchers, 57.7567.55; lights, 57.7667.30.

SHEEP-Receipts 2.000. Market steady, Muttons, 53.5064.35; lambs, 55.5066.40; fed wethers and yearlings, \$4.006.50; fed western ewes, \$2.5064.00.

cent; 6 months 4 per cent.

CLOSE: Prime mercantile paper 5 to 5½ per cent.

Sterling exchange steady with actual business in bankers' bills at \$4.82.4064.82.50 for 90 day bills and at \$4.85.45 for demand. Commercial bills \$4.815,604.32.

SILVER—Bar silver, \$45.65 Mexican dollars, \$50.

BONDS—Government bonds steady, rail-road bonds steady.

New York Stock Market.

Wall St. New York, Dec. 22—STOCKS—Fractional declines were the rule at the opening of the stock market today. The pressure upon United States Steel was especially pronounced, several blocks of a thousand or more shares coming out at a loss of \$5 to ½ point. Similar losses were registered by Pennsylvania, Reading, National Lead and Inter-Metropolitan preferred; slight gains were made by Lehigh Valley and Wabash preferred but the tone of the market in the first dealings was distinctively heavy.

The market turned weak. Western rail-road stocks were soid on apprehension regarding the outcome of the negotiations with the locomotive engineers and realizations with the locomotive engineers and realizations with the locomotive engineers and realizations are corresponding day a year age.